

ROTOR WITH PRESSED ON BEARING ASSEMBLY REPLACEMENT INSTRUCTIONS FOR 24SI™ ALTERNATORS

NOTICE! It may be necessary to obtain **Miscellaneous Hardware Kit** to replace parts that may be damaged during disassembly.

WARNING!!! ALWAYS USE PROPER EYE PROTECTION WHEN PERFORMING ANY MECHANICAL REPAIRS TO A VEHICLE – INCLUDING, BUT NOT LIMITED TO, ANY INSTALLATION AND OR REPAIRS TO THE DELCO REMY® ALTERNATORS. FAILURE TO USE PROPER EYE PROTECTION CAN LEAD TO SERIOUS AND PERMANENT EYE DAMAGE.

Only perform the mechanical functions that you are properly qualified to perform. Mechanical repairs that are beyond your technical capabilities should be handled by a professional installation specialist.

DANGER!!! To avoid injury or damage, always disconnect the negative cable at the battery before removing or replacing the alternator. The alternator output terminal is always live (“hot”). If the battery is not disconnected, a tool accidentally touching this terminal and ground can quickly get hot enough to burn skin or damage tools and surrounding parts.

FOLLOW ENGINE OR VEHICLE MANUFACTURER'S INSTRUCTIONS CAREFULLY WHEN REMOVING AND REINSTALLING THE ALTERNATOR

REMOVAL INSTRUCTIONS

1. Remove vehicle leads connected to the alternator, noting their positions for reinstallation of the alternator.
2. Remove the pulley nut, pulley, drive end slinger and external drive end spacer.
3. Remove the slip ring end (**SRE**) cover.
4. Remove the four (4) thru-bolts that hold the drive end and slip ring end frames together.
5. Remove the drive end frame assembly and internal spacer.
6. Remove the rotor assembly, being careful not to disturb the stator assembly.
NOTICE! Excessive movement may weaken or break a lead or leads between the stator and rectifier assemblies.
7. Remove the slinger before disposing of rotor.

INSTALLATION INSTRUCTIONS

NOTICE! Before inserting the new rotor and bearing assembly into the SRE frame, the brushes must be pushed back and contained to allow the slip ring to enter the brush holder without breaking the brushes.

1. Push the two (2) brushes back and insert a round object, approximately 17 mm (.7”) in diameter, to hold them back. The slip ring will push the object out as it enters the brush holder.
2. **The roller bearing must be seated against the fan prior to assembly of the new rotor.** Being careful not to use excessive force, push equally on both bearing races, with a press, until the bearing is seated.
3. Reinstall **SRE** bearing retainer onto rotor assembly, using a press. If necessary, use a new bearing retainer.
4. Insert the rotor assembly into slip ring end frame.
5. Reinstall the internal spacer on the rotor shaft.
6. Reinstall drive end frame assembly. Using a crossing pattern, torque the four (4) thru-bolts to **7.8-9.2 N-m (90-120 lb in)**.
7. Install slip ring end cover and torque the mounting screw assemblies to **2.2-2.8 N-m (19-25 lb in)**.
8. Reinstall the external drive end spacer, drive end slinger, pulley and pulley nut. Tighten the pulley nut to **80-115 N-m (59-85 lb ft)**.
9. Reinstall alternator according to engine or vehicle manufacturer's instructions.
10. Reattach the battery (+) terminal lead to alternator battery terminal and torque nut to **9.0-13.0 N-m (80-120 lb in)**.
11. Reconnect the negative (-) cable at the battery.

Technical support: USA 800 854 0076, Mexico 01 800 000 7378, Brazil 0800 703 3526, South America 55 11 2106 6510 or visit delcoremy.com

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